



Jaguar Jottings

May 2000

Executive

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Wendy VanderMeulen

Vice President: Michael Stott

Secretary: Guy Larabie

Treasurer: Roger Gough

Membership: Harry Brownell

Activities: Yann Robin

Concours Chair: Bob Hiland

Chief Judge: Harry Brownell

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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paddyrobertson@hotmail.com

May's Meeting

All of ASE Appraisals will present information on the value of having your vehicle appraised

**Monday, May 8th
7:30 at Capone's Restaurant
Industrial Road, Ottawa**

There will be a brief Concours Committee meeting afterward

ARE YOU INTERESTED IN JUDGING AT THE CONCOURS? Contact Harry Brownell at 774-3649

What's Inside ...

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New Editor for OJC Jaguar Jottings

As most of you know, Guy Larabie now occupies the position of secretary of the Club and has given up his duties as Editor of Jaguar Jottings.

It is with some trepidation that I try to fill his shoes as your new Editor. My name is James D. (Jim) Walker and you can reach me at (613) 692-0220; email manotickwalker@yahoo.com.

You can all be of great assistance to me by sending me any Jaguar-related articles or, for that matter, any other interesting items that could be disseminated to our Club members. Don't worry about format or spelling, I'll look after that end of things. Articles that you come across in newspapers, magazines or other forms of

media often make for interesting reading and can be easily captured for other OJC members through Jaguar Jottings.

Please keep in touch.

Jim

Belize – Cockscomb Basin Jaguar Reserve

Sounds like an ideal destination for members of the Ottawa Jaguar Club!



Island Expeditions Co. (www.islandexpeditions.com) offers a 12 days/13 nights adventure in Belize, sailing, paddling and snorkelling (if you like) along the southern barrier reef. Four days of the trip is a river journey through the heart of the 102,000 acre Cockscomb Basin Jaguar Reserve. What an opportunity to see the cat our cars are named for! These tours are offered only during December, January, February, and

March, to take advantage of the dry season. If this sounds like something you might be interested in doing, let me know. It would be a great excursion for a small group from our Club! (Group sizes are limited to 8 to 16 people.)

Wendy VanderMeulen
Independent Contractor
K. Walsh & Associates Travel
Services Inc.
Tel 613-833-3543 (H)
Fax 613-833-0553

Editor's Note: Wendy is the current OJC President and advertises monthly in Jaguar Jottings. Thanks for the travel tip, Wendy. Sounds great!

K. Walsh & Associates
80 Yorkville Avenue, Toronto, Ontario, Canada M5R 1A9
TRAVEL SERVICES INC.

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President's Message

Well, do you think summer is here to stay...this time? What a freak winter interlude; let's hope there's no more on the way!

I'm sure we all enjoyed the beautiful weekend just past (April 15 & 16) and I hope many of you made it to Jaguar Ottawa's Clearance Sale. It came up somewhat suddenly, but word went out by e-mail and I trust that those of you not online got the word from your techno friends who knew you would be interested. I'd like to know what happened to the Caddy...

After getting pumped up for the Concours at our last meeting, how many of you have decided that maybe you should get out the old Q-tips and get at those mucky old corners you thought the judges never noticed? Wasn't it interesting to hear that 90% of lost points are for cleanliness, or more correctly, for lack of it. That's an area in which we all can improve, if we just take the time...and if anyone has the time, they would be very welcome to clean my car!!!! Thank goodness there's a "Driven Class" for people like me.

Our Concours is less than two months away. Bob Hiland, our Concours Chair, and his team are doing a super job of arranging a first-class event. Let's all get out there and show the public what we think of our cars! I remind

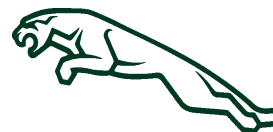
you it is being held at the Museum of Science & Technology on Sautray, June 10th, and there will be plenty of people out to see and admire our line-up of spit-and-polished Jags. Why don't you all come out and add to that line up?

I'm offering a challenge to those members whom we seldom see at the monthly meetings or at the Club's planned activities. Come out to this major annual event and get involved. Whether you joined to be associated with JCNA or for the price discounts at local shops, it's important for the

continuation of the Club that you support and get involved with these events. If no one came out to these things, the Club would dissolve – believe me! Do your part to keep the Ottawa Jaguar Club alive and vibrant – PARTICIPATE!

See you there.

Wendy VanderMeulen



The Ottawa Jaguar Club's 12th Annual

Concours d'Elegance

Saturday, June 10th

**Canadian Museum of Science & Technology
St. Laurent Blvd., Ottawa**

Advance Registration:

\$40 - Champion Class

\$35 - Driven Class

\$10 - Club/Visitor

\$15 - Dinner (each)

**Free passes to a World-Class
Museum**

Contact Bob Hiland,

Concours Chair

(613) 692-4459

email: hilandb@attcanada.net

Events:

• Friday, June 9th

**7:00 p.m. - The Welcome Mat
is out at the Chimo Inn.
Call 1-800-387-9779
for room reservations**

• Saturday, June 10th

9:00-12:00 Registration

1:00-3:00 Judging

4:00 Awards, Door Prizes

JAGUAR MUSCLE CAR

You may have seen it around town and slapped your forehead in wonderment. What the.... It's sapphire blue, all sleek body, flared fenders, and tired—huge, knobby tires, conceived of by an inventive guy who must've had dreams bordering on the visionary before he slapped a 1984 Jaguar body onto a 1978 4 X 4 Dodge chassis.

As one wag put it, Gwyneth Paltro above the neck, Arnold Schwarzenegger below.

More likely, it's the result of a couple of the boys getting together, a few "Hey, what ifs," more than one box of beer, and abracadabra, a hybrid is born. Call it a Jagu-ruck or a Dodguar if you want but this is gobbledegook, Lewis Carroll "slithy toves" stuff. "It's just a 4 X 4 Jaguar," owner Phil Karam explains. "And," he admits, "I needed it like a hole in the head."

But if you are a British car collector, like Mr. Karam, and you already have a significant collection of Jaguars, and this is the one-and-only Jaguar sport ute in the world, then you need it.

Still, Mr. Karam, retired Director of Corporate Purchasing for a high tech company, is a little baffled at what compelled him to respond to an Auto Trader ad on the Internet.

"Damned if I knew what I wanted it for. It was just a neat vehicle. Being a Jaguar collector, I said, 'OK, it's a Jag and it's a truck.' You can always use a truck, plus the price was right. All the things lined up so it wasn't hard for me to convince myself that I needed it."

Of course, everyone wants to know what Mr. Karam paid for this one-of-a-kind car. So, what'd you pay for it, huh? He is coy but at the same time candid,

"Everyone would love to know this but since I haven't told anyone, I'm not going to start now." Mr. Karam assures me that of the vehicles he

owns, this one is the least pricey, but the one that garners the most attention. "People crane their heads to get a good look," he marvels.

Well, ya. After all, it is a genuine Jagu-ruck. Or is that Dodguar? Whatever you think it is, it seems to be a clear case of form and function wedded, or make that welded, in an unlikely combination that borders on the bizarre. It even earned a photo in the January issue of *Car and Driver*. Slithy toves, anyone?

Q: Was this odd-ball vehicle something you conceived?

A: No. I work on my other cars but I didn't build this one. My understanding is that someone in Chatham, Ontario started it and then the son of the star of the Red Green Show, I think his name is Max Smith, bought it and had it completed.

Q: What power plant does it use?

A: It has the complete drive train of a Dodge, that is, a 440 cu inch (7.3 litre), four barrel, 375 horse power, with automatic transmission.

There's no fuel injection, no computer, it's nice and simple.

Q: Run it by me again. What made you buy such a strange vehicle?

A: It's economical on gas.

Q: This is economical on gas?

A: No, it sucks back gas but then no Jaguar's economical on gas.

Q: So why did you buy it?

A: I wanted to get my wife a Jaguar where I didn't have to worry about door nicks.

Q: But the step up into the car is about three feet and not that easy to get into. Try again. What appealed to you about the vehicle?

A: How about I couldn't live without it.

Q: Ya, me too. I want the second one that's made. How do you see this vehicle fitting in with your



Photo - Shannon Lee Mannion, 2000

collection of other Jaguars?

A: I have several others, from a 1952 XK120 Fixed Head Coupe to a 1995 XJR Supercharged sedan so this one fits in quite well.

Q: What's it registered as?

A: It's registered as an '84 Jaguar. It could have been registered as a '78 Dodge truck since there were two ownerships. Might as well take the better of the two.

Q: Those tires are something else.

A: Yes, they are 32" mud and snow tires. They allow me to be able to almost walk under the car to change the oil.

Q: What do the neighbours say?

A: Some think that what they see in my driveway is a Jaguar I haven't taken off the trailer.

Q: Any response from other drivers?

A: It's really interesting to see the reaction of people. I was in the east end of Ottawa in an area with many truckers and everyone gave me the thumbs up. When I took it to the Dodge dealer, within a few minutes all the mechanics came over and circled the car.

Q: Being up high, you really get a good view of everything. But you know, despite the comfort and appointments of a Jaguar it feels like a truck. A hilarious truck.

A: It is a truck. Look at the trailer hitch. And you're right, there's

nothing serious about it but I appreciate the skill and engineering that went into the fabrication. I admire the imagination behind it.

Shannon Lee Manion
Writer, Photographer,
Broadcaster

Editor's Note: Phil Karam is an involved and long standing member of the Ottawa Jaguar Club. This article appeared in the Ottawa Citizen, April 14th, 2000.



Photos - Shannon Lee Mannion, 2000

Events Calendar

- | | |
|---------|--|
| May 7 | British Breakfast , Capital City Diner - 8:30
- Regional Contact will be filming |
| May 8 | Ottawa Jaguar Club Meeting
- 7:30 at Capone's Ristorante, Industrial Road |
| May 10 | Concours Judges Training & Testing
- 7:30 at Ed Theoret's place, 19 Burnview Cres., Glouc. |
| May 13 | CHEO Duck Race - 10:30-2:00
- meet at 10:00 at Carleton U. Parking Lot |
| May 27 | Automobile Gala at the Old Port of Montreal
- 10:00 a.m. to 8:00 p.m. - sign up at May 8th meeting |
| June 4 | By Ward Market Auto Classic |
| June 10 | Ottawa's Concours d'Elegance
- reg'n form attached |

Tip of the Month

by Walt Osborn

XJ40 Differential Side Thrust Bearings

On the XJ-40 Differential, the rear suspension pushes inward on the stub axles in the sides of the differential. This thrust is limited by a ball bearing type thrust bearing, which is also the radial load bearing. This design is similar to the older I.R.S. design introduced by Jaguar in the early 60's on the XKE and Mark 10 cars. However, the newer XJ-40 design is not as robust as the earlier design and is more sensitive to lubricant quality and quantity. If for any reason the lubricant in the differential leaks away and/or the lubricant becomes too old, these thrust bearings start wearing rapidly. The easy way to test these bearings is to jack up the rear of the car and put it on stands. With the wheels off the ground, tip the wheels inward at the top. There should be only slight movement. Excessive movement can be: from the worm thrust bearing in the differential; bad half shaft universal joint; worn hub bearings; or worn out lower fulcrum bearings. Have an assistant tip the wheel while you watch carefully to see where the movement occurs.

Check the lubricant level in the differential. Replace it if you are in any doubt of its quality. The drain plug is magnetic and will collect fillings. The amount and size of the fillings will give an indication of the condition of the differential internals.

Good Luck!

Walt

P.S. We offer bearing kits for the hubs, bearing kits for the differential side thrust, and universal joints. The bearing kits include seals.

(c) Walt Osborn 2000
This Weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works. Address: 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA Phone: (208) 684-4767 Fax: (208) 684-3386 Email: walt@vintagejag.com

STAINLESS STEEL EXHAUST SYSTEMS

XK120 single	\$319	XJ-12 s1	\$549
XK120 side TP	\$319	XJ-12 s2	\$559
XK120 SE	\$379	XJ-12 ssDP	\$269
XK RACE	\$409	XJ-S s1	\$559
XK 140 single	\$479	XJ-S s2/HE	\$569
XK 140/150	\$419	XJ-S BBore	\$639
XK150 auto	\$429	XJ-S ssDP	\$269
XK 150-S	\$459	XJ-S 6 cyl	\$539
XKE6	\$509	SS 100 3.5L	\$579
XKE6 strThru	\$539	Mk 1 single	\$339
XKE6 2 + 2	\$529	Mk 1 dual	\$579
XKE6 ssHDRS	\$599	Mk 2 single	\$339
XKE6 BgBore	\$569	Mk 2/340 dual	\$439
XKE6 + 2 BBore	\$579	Mk 4	\$759
XKE v12	\$469	Mk 5	\$489
XKE v12 Prem	\$559	Mk 7	\$519
XKE v12ssDP	\$269	Mk 8	\$579
XJ6 sl w/dp	\$499	Mk 9	\$579
XJ6 s2/3 noDP	\$469	Mk 10/420G	\$589
XJ6 ssDP	\$139	"S" / 420	\$599

5 Clamps \$7.50 ea - All plus UPS

DICK AMES

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Advertising in Jaguar Jottings

Full Page \$20.00/month, or \$200/year (12 issues)

1/2 Page \$10.00/month or \$100/year (12 issues)

1/4 Page \$5.00/month or \$50/year (12 issues)

Business Card \$2.50/month or \$25.00/year

Marketplace: Free to members; \$5 to non-members

Submit advertising copy to:
The Editor, Jaguar Jottings, Ottawa Jaguar Club

Market Place

This newsletter accepts advertisements in good faith, but we suggest it is in your best interest to make every effort to check offers personally

MORE ADS MORE ADS -

As a member, this space is free if you wish to sell any of your vehicles.

Notes from the April Meeting

By Guy Larabie

Our April 10th meeting was well attended with around 30 members present. The meeting was preceded by a fun exchange of views at Capone's where a number of members joined in for food and drink before moving on to the official meeting.

Wendy opened the meeting by recounting her chance meeting with the local police on their way from a dance in Kingston. Seems John was enjoying driving but didn't notice the not so visible speed limit sign and was caught by the Kingston constabulary slightly over that limit. This resulted in a fine but no demerit points. How come you say? Seems the town needs funds and give you a demerit discount when you pay cash at the town hall within 24 hours. Not a bad deal if you can get it but I wonder how the province would feel about this if they knew.

Wendy continued with various agenda items that dealt with correspondence and e-mails received from various sources. Among the key items reviewed was a note from our

zone representative Judy Ferring listing judging changes, the next AGM (Franklin, Tennessee) and the need for volunteers as key items. Wendy suggested that maybe an Ottawa contingent could make an excursion to Tennessee. Also, there is an event (Concours) coming up in Virginia on April 25-26th. Anyone wanting to participate on either one of these activities can get more information from Wendy.

There was a discussion with respect to having FAQs and general information on the Club's Web page. Negotiations are presently underway regarding the OJC's Web page and more information will be forthcoming.

Another item which was brought forward is that there will be a British Breakfast, organised by the Triumph & MG club, which will take place at the Capital City Diner (corner of Merrivale and Hunt Club) at 8:30 a.m. on May 7th. All British car owners are welcome to participate and urged to bring their cars for a bit of a show and shine. Regional Contact people will be present to include this in a future program.

A photo album containing a chronology of events of the last few years was presented to Michael Bell at our Annual Dinner last month. Michael was very appreciative. Many members who could not be at the Dinner expressed a keen interest in signing it. Guy will see if the album can be retrieved for the next meeting to allow the "absentee members" the opportunity of signing the photo album. Paddy will bring the special gold pen to the next meeting.

Wendy then called on the Members of the Executive to present their reports. Our new V.P. Michael Stott gave a very succinct report on the March Dinner i.e. "We went, we drank, we ate, had fun and went home !" I guess that summed it up.

Roger Gough reported on Club's finances and we have roughly \$ 1,000.00 left in our bank account. The Club also has considerable inventory on hand including the year 2000 Jaguar calendars. Roger invited everyone to contact him at the meeting and purchase a calendar (\$10 ea.).

Continued on page 8

Continued from page 7

Harry Brownell reported that we have 53 paid up members. Several members gave him cheques after the meeting. Harry also brought in our new Ottawa Jaguar Club car badges. They are very elegant in gleaming chrome with white and green enamel finish of our logo. They sell for \$25.00 each, PST & GST included!

Yann Robin reported on the upcoming Automobile Gala at the Old Port in Montréal. The event is scheduled for May 27th from 10 a.m. to 4 p.m. if you want to participate or display your car(s) get in touch with Yann ASAP! Also, Jaguar Ottawa will be holding a Flea Market Sale of surplus items shortly. You will be notified by e-mail as soon as the date is confirmed and probably before you receive this issue of the Jottings.

Bob Hiland reported on the upcoming Concours d'Élégance. The event is scheduled for June 10th and will be held at the National Museum of Science and Technology (for our American friends, the Canadian version of the Smithsonian) on St. Laurent Blvd. We have received monetary support from Ford as well as "in kind"

contributions from Frisbee Tire, Whitepost Restorations, E.R. Fisher Men's Wear, Meguiars, Campbell Jaguar and many others. This promises to be a great Concours.

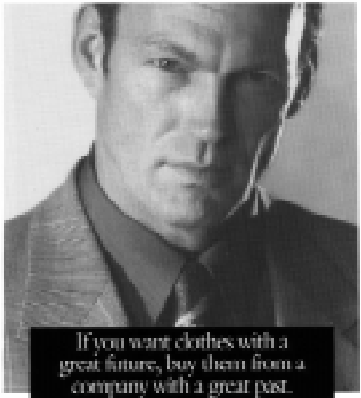
Mark Robertson spoke on Concours preparation and focused on cleanliness. He indicated that far too many points are lost because of owner negligence in this crucial area. The old adage of clean, clean and clean again still holds true and will save you needless deductions.

Finally, I informed the assembly that a new library policy will come into effect in May. As many boxes of books and reference materials are hauled around to every meeting and often remain unopened, the Secretary (Guy) asks that anyone requiring any literature call (445-2173) or e-mail him before the meeting. The boxes will be brought in for your perusal.

As is the normal practice at our meetings, a large number of assorted freebies were distributed. In addition, members were informed of a one-day car control driving course that is available in Southern Ontario for \$75.00. Since the meeting, I have

learned that the Ottawa Motorsport Club will run a similar course for \$100.00. If you have any interest in improving your driving skills and want to participate in such a course, please call or e-mail me and I will try to arrange for a group rate.

See you all at the next meeting on May 8, 2000.



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Why English is One of the Most Difficult Languages to Learn ...

He could lead if he got the lead out.

A farm can produce produce.

The dump was so full, it had to refuse refuse.

The soldier decided to desert in the desert.

The present is a good time to present the present.

At the Army base, a bass was painted on a bass drum.

A dove dove into the bushes.

I didn't object to the object.

The insurance for the invalid was invalid.

The bandage was wound around the wound.

There was a row among the oarsmen about how to row.

The two were too close to the door to close it.

The buck does funny things when does are present.

To help with planting, the farmer taught his sow to sow.

The wind was too strong to wind the sail.

I shed a tear when I saw a tear in my shirt.

I had to subject the subject to a number of tests.

How can I intimate this to my most intimate friends?

I spent last evening evening out a pile of dirt.

Found on the Internet

Putting in Our 2¢ Worth!

Questions and Answers for Jaguar Members

At the April 2000 meeting, Hugh Grice suggested that we provide a Q&A column in **Jaguar Jottings** as a forum for members to discuss questions they have about anything automotive, and get answers from the members, most of whom are excellent resources. Hugh gave us the following questions to start the ball rolling.

Q.1 - In Walt Osborn's "Tip of the Month" in the April issue of JJ, he said "carry a fire extinguisher and know how to use it". The editor of the Nov-Dec 1999 issue had the same subject on his mind and on page 24 suggested that a dry-powder extinguisher would be most effective, particularly because the extinguishing agent can be washed away with water. He said that the Walter Kidde Co. had recently introduced on (#919-563-5911) which are stocked by Home Depot. Has anyone bought or tried one yet?

- Hugh Grice

Q.2 - When did Jaguar stop fitting the cable-operated hand-brake "callipers" which attempted to "grab" the rear discs? As far as I know, this type of handbrake was used first on the Mk VIII, XK150 and Mk1 in late 1957. It needed frequent adjustment to compensate for friction pad wear as there is no automatic adjustment as there is for the main brakes. Has anybody in the Club changed these early handbrakes for something more effective and less labour intensive?

- Hugh Grice

Q.3 - According to the last list of members, do you realize that of the 74 listed, 40 are pre-1970s of which 22 are Es? There are 23 XJ variants and 12 XJSs. What does that tell us about our interests?

- Hugh Grice

To respond any of the above, write or email the Editor of Jaguar Jottings (details on front page). If you have questions of your own, just send them on! Topics? Parts, repairs, paint, where, what, why, how, etc. etc. Photos are also welcome.

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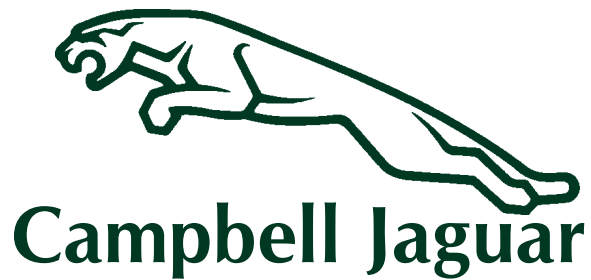
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any problem quickly and accurately. This
saves you time and cost when you need a
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Ottawa Jaguar Club

12th Annual Concours D'Elegance

SATURDAY, JUNE 10, 2000
CANADIAN MUSEUM OF SCIENCE & TECHNOLOGY,
LANCASTER ROAD, OTTAWA, CANADA

REGISTRATION FORM

Name _____ JCNA Member #: _____

Address: _____ Phone: _____ Fax: _____

City: _____ Prov/State: _____ Postal/ZIP Code: _____

E-mail: _____ Home Club: _____

Model/Colour: _____	Year: _____	Champion ☐	Driven ☐	Club ☐
Model/Colour: _____	Year: _____	Champion ☐	Driven ☐	Club ☐
Model/Colour: _____	Year: _____	Champion ☐	Driven ☐	Club ☐

ENTRY FEES

	<i>Pre-Show</i>	<i>Day of Show</i>
JCNA	\$40.00	\$45.00
Driven	\$35.00	\$40.00
Club	\$10.00	\$10.00
Dinner	\$15.00	# _____
Total:	\$ _____	

As a participant, I understand that OTTAWA JAGUAR CLUB INC., its executive and its members do not accept liability for any damage that may occur to any Jaguar or other car entered in this event, or any injury to any person on the premises in the area reserved for the Concours, however caused.

Signed: _____ Date: _____

Send Registration and Cheque to:

Ottawa Jaguar Club Concours
c/o 6109 James Bell Drive
Manotick, Ontario, Canada K4M 1B3
Tel: 613-692-4459 Fax: 613-692-4753
Email: hilandb@attcanada.net

JUDGING

The following JCNA classes will be judged. JCNA Concours and Driven Rules will be followed for all judging. First, Second and Third place awards will be given.

JCNA National Classes

- 1A Classics (Mk V & earlier) touring and open 2-seaters: Swallow, SS and SS Jaguar
- 1B Classics (Mk V & earlier) drophead coups and saloons: Swallow, SS and SS Jaguar
2. XK-120
3. XK-140
4. XK-150
5. E-Types: Series I (1961-1967)
6. E-Types: Series I-1/2 and Series II (1968-1971)
7. E-Types: Series III, V12 (1971-1975)
8. Saloons: Mk VII, Mk VIII, Mk IX, 420G, Mk X
9. Saloons: 240, 340, 3.4S, 3.8S, Mk I (2.4, 3.4 Saloons), Mk II (2.4, 3.4, 3.8), 420
10. Saloons: Series I, XJ6 and XJ12 (1968-1973)
11. Saloons: Series II, XJ6 and XJ12 (1974-1979)
12. Saloons: Series III, XJ6 (1979-1987) (Non-US Series III XJ12 1979-1992)
13. Saloons: XJ6 (1988 onward), XJ12 (1993 onward); JaguarSport XJR6 (1988 onward)
14. XJ-S: All, including HE convertible (1976-1996), JaguarSport XJR-S (1989-onward)
15. Competition Cars
16. Modified
17. XK 8 (1997 onward)
18. Preservation Class
19. Saloon: S-Type (1999-on)

JCNA Driven Classes

1. All classics (Mk V & earlier); XK-120, XK-140, XK-150
2. E-Types: Series I (1961-1967)
3. E-Types: Series I-1/2 and Series II (1968-1971)
4. E-Types: Series III, V12 (1971-1975)
5. Saloons: MK VII, Mk VIII, Mk IX, 240, 340, 3.4S, 3.8S, Mk I (2.4, 3.4 Saloons), Mk II (2.4, 3.4, 3.8), 420, 420G, Mk X
6. Saloons and Coupes: XJ6 and XJ12 Series I, II, III, (1969-87) (Non-US Series III XJ12 1979-1992)
7. Saloons: XJ6 - AJ6 engine (1988 onward), XJ12 (1993 onward); JaguarSport XJR6 (1988 onward)
8. XJ-S All, including HE convertible (1976-1996); JaguarSport XJR-S (1989 onward)
9. XK 8 (1997 onward)
10. Saloon: S-Type (1999-on)

Note: Driven Class cars may not be towed or trailered to the Concours Site

Ottawa Jaguar Club "CLUB" Class

This is a class for enthusiasts who wish to show their vehicles but not have them judged in accordance with JCNA regulations. The winners are selected by Popular Choice in the Sports and Saloon categories. Non-Jaguar marques are permitted.